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USE OF THIS MANUAL

This document is only one aspect of the total training program. The training manual lists curricula for the various categories and duty positions; specific curriculum segments and various subject modules supporting those segments. The definitions for curriculum segments and subject modules, as used in this manual, may be found in Section A. While the curriculum gives guidance as to the general areas of study required by the student, the subject modules provide detailed information on the subjects to be presented.

This manual provides a framework for the standardization of the training program. It sets the standard and is directive in nature. Instructors will develop and follow their lesson plans based upon the approved subject module. Improvements to the lesson plans are encouraged.

Designated employees must undergo Basic Indoctrination. After Indoctrination is completed, one need only define the category of the individual and his duty position and find it in the curriculum in Section A. From there, follow the curriculum to the curriculum segments which will detail the instruction required, prerequisites, and suggested times. As an example, for an initial new hire PIC/SIC:

1. Go to Section A, page A-12, Categories of Training Table; determine training required.
2. Find the desired Category of Training for duty position and specific aircraft.
3. Locate those Curriculum Segments applicable to the category of training curriculum desired in Section B & C.

Each training curriculum lists the Curriculum Segments that must be completed prior to pilot qualification. Within the Curriculum Segments are Subject Modules containing the descriptive information to be covered.

Record keeping is an integral part of training. Without adequate documentation, training never took place. This manual has one chapter (Section G) devoted to the records needed to properly document all phases of the company training program. If there is a more expedient method of recording training activities, bring it to the attention of the Chief Pilot; changes are encouraged.

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GENERAL INFORMATION

REGULATIONS

Under the provisions of FAR 135, Subpart H, it is the responsibility of the operator to develop a training program in order to enhance safety and standardization. This manual, when implemented, fulfills the provision of a training program as required under FAR 135.341: Pilot and Flight Attendant Crewmember Training Programs; recurrent training as required under FAR 135.351; and FAR 135.323: Training Program: General.

Under the provisions of FAR 135.343: Crewmember Initial and Recurrent Training, there is a requirement that, "No certificate holder may use a person, nor may any person serve, as a crewmember in operations under this part unless that crewmember has completed the appropriate initial or recurrent training phase of the training program appropriate to the type of operation in which the crewmember is to serve since the beginning of the 12th calendar month before that service."

There is a similar provision in FAR 135.333(a) where no person may be assigned any duties or responsibilities pertaining to Hazardous Materials unless "... within the preceding 12 calendar months that person has satisfactorily completed initial or recurrent training in an appropriate training program established by the certificate holder..." Note, however, the provisions of FAR 135.323(b), "Whenever a crewmember who is required to take recurrent training under this subpart completes the training in the calendar month before, or the calendar month after, the month in which that training is required, the crewmember is considered to have completed it in the calendar month in which it was required."

One purpose of this training program is to train pilots in preparation for the checks required under FAR 135.293, .297 or .299. Testing and checking determines whether learning has occurred. In that light, tests will be administered throughout the training program.

Initial approval of this manual and program will be indicated by letter and signed by the FAA Principal Operations Inspector.

Final approval of this manual and program must be obtained within 24 months of the date of initial approval and will be indicated by the approval stamp and signature of the Principal Operations Inspector on the Training Manual Control Page(s).

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APPLICABILITY

This document sets forth the standards and requirements for the establishment and maintenance of an approved training program for crew members, check airmen, flight instructors and other applicable operations personnel employed by or under contract to (Company Name), hereafter referred to as the Company.

All training will be conducted at the direction of the Chief Pilot or his designated representative. The Chief Pilot will be responsible for the administration of all tests, written or oral.

TRAINING OBJECTIVE

At the conclusion of any category training curriculum, the individual involved will be able to successfully demonstrate his knowledge of the regulations, policies, and procedures applicable to the specific block of instruction by correctly answering 80 percent of the questions on written tests. Oral tests in lieu of written tests may be conducted when approved by the Principal Operations Inspector. During the flight check, at the completion of training the pilot will be able to fly the aircraft within the standards set by the Practical Test Standards (PTS) for the certificate required to be held in the particular type of operation or to the standards set by the maneuvers and procedures manual, whichever requires the greater degree of pilot skill (the maneuvers and procedures manual can not have a standard that is less than the Practical test standard).

TRAINING SYLLABUS

The ground training syllabus as outlined under the various category curricula provides an ordered listing of the required ground training subjects including emergency training for each aircraft type. Flight training is incorporated within that same category curriculum.

Each curriculum is a guide and should be treated as such. If there is a need to modify the curriculum for a specific situation, it should be accomplished; however, in all situations the required subjects must be covered.

The determination of base month for training will be done in the following manner:

1. Basic company indoctrination (Non aircraft specific). Base month begins in the month in which completed.
2. Aircraft specific training base month will begin in the month in which the checking module for that aircraft was satisfactorily completed.
3. Hazmat, General emergencies, line checking, and Instrument proficiency base month will begin in the month in which completed.

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FACILITIES

Training will be conducted in the training room at (Company Name). The room can comfortably seat eight (08) students and is equipped with a telephone and chalkboard. Other training aids include: an opaque projector; a slide projector; VCR; etc.

COURSEWARE

- A. A listing of training materials made available to each student can be found in Section I under Training Materials.
- B. Specific lesson plans are not contained in this manual. The instructor will develop a lesson plan prior to instruction. Elements contained in this manual do not constitute a lesson plan in and of themselves.
- C. A reference library is maintained by (Company Name). A list of material used in the training program and contained in the library is listed in Section I under Reference Listing.
- D. (Company Name) utilizes, in certain subject modules, video training programs produced by the FAA.

QUALIFICATION REQUIREMENTS

(Company Name) recognizes the problem associated with training of new pilots. While many are relatively new to commercial aviation, some have considerable commercial and/or commuter experience, to include, on occasion, experience in the type of aircraft commonly operated by (Company Name).

In the case of those pilots previously trained and current under another certificate holder's program credit may be granted for the ground and flight training requirements of that program providing all documentation has been forwarded by the previous employer. This must include ground and flight training programs, emergency and hazardous materials training programs. This documentation will be submitted to the POI when requesting approval of the transfer of credit for training received. The Qualification Checking Module will have to be completed by the new hire to ensure adequate and complete training under both programs. Basic Company Indoc training and any Seat Exemption training must be completed in their entirety.

No person will be assigned duties as a pilot until he has completed the following requirements:

- A. In accordance with FAR 135.331, each pilot will undergo emergency training on the make and model aircraft he is to fly.
- B. The pilot must have successfully completed a course on the transportation and handling of Hazardous Materials in accordance with FAR 135.333.

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QUALIFICATION REQUIREMENTS (Continued)

- C. Ground training, in accordance with FAR 135.345, must have been successfully completed.
- D. He must have successfully passed an oral or written examination within the past twelve (12) calendar months conducted by an authorized check airman or FAA inspector as stipulated in FAR 135.293(a).
- E. In accordance with paragraph (b) of FAR 135.293, he must successfully complete a flight test administered in the class (SE) or type (ME) of aircraft to be flown by an authorized check airman or FAA inspector.
- F. In order to function as a pilot in command it is necessary that an enroute qualification check be conducted within the preceding twelve (12) months as prescribed in FAR 135.299.
- G. For those flying as the pilot in command of an aircraft operating as a commuter, FAR 135.244 stipulates the following "Initial Operating Experience" (IOE) requirements:
 - 1. Single engine - 10 hours
 - 2. Multiengine, reciprocating engine powered - 15 hours
 - 3. Multiengine, turbine engine powered - 20 hours
 - 4. Turbojet powered - 25 hours
- H. In acquiring this "IOE", each person must comply with the following:
 - 1. The operating experience must be acquired after satisfactory completion of the appropriate ground and flight training for the aircraft and crewmember position and qualification checks as required by paragraphs A, B, C, D, and E.
 - 2. The experience must be acquired in flight during commuter passenger carrying operation under FAR 135. However, in the case of an aircraft not previously used by this company in past operations under FAR 135, operating experience acquired in the aircraft during proving flights or ferry flights may be used to meet this requirement, if previously approved by the FAA.
 - 3. Each person must acquire the operating experience while performing the duties of a pilot in command under the supervision of a qualified check pilot.
 - 4. The hours of operating experience may be reduced to not less than 50 percent of the hours required by this section by the substitution of one additional takeoff and landing for each hour of flight.

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QUALIFICATION REQUIREMENTS (Continued)

- I. If applicable, the pilot must have successfully passed a proficiency check conducted under the provisions of FAR 135.297.
- J. Candidates for company instructor pilots or check airmen must meet the requirements of FAR 135.338, 135.339, and 135.340.
- K. Training subjects that apply to more than one aircraft or crewmember position and that have been satisfactorily completed during previous training while employed by the company for another aircraft or another crewmember position, need not be repeated during subsequent training other than recurrent training.

Programmed Flight Training Hours - Reduction

A flight crewmember will complete a flight training curriculum segment by successfully accomplishing each training event and the specified number of training hours. Flight crewmembers are then required to successfully meet the requirements specified in the Qualification Segment. If a pilot fails to meet any of the qualification requirements because of a lack of flight proficiency, he/she must be returned to training status. After additional training, an instructor recommendation is required for accomplishing the unsatisfactory qualification requirement.

A flight crewmember may successfully complete a flight training curriculum segment without completing the specified number of training hours provided all of the following are met: (ref. FAA Order 8400.10 Volume 3, Paragraph. 471)

- 1. The crewmember successfully completes all of the training events required by the curriculum segment.
- 2. An instructor recommends the flight test be conducted before completion of the specified number of training hours. The recommendation must be documented.
- 3. The crewmember satisfactorily completes the qualification curriculum segment requirements. If a flight crewmember fails to meet the qualification curriculum segment requirements because of lack in flight proficiency, he/she must complete all training hours specified. The crewmember must then be recommended by an instructor before accomplishing the failed qualification requirements.

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INSTRUCTORS AND CHECK AIRMEN

- A. No person may serve as a flight instructor or check airman in the training program for a particular type aircraft unless that person:
1. Holds the airman certificate and ratings required to serve as a pilot in command for that type of operation.
 2. Has satisfactorily completed the appropriate training phases for the aircraft, including recurrent training, which would qualify the individual to serve as a pilot in command.
 3. Has satisfactorily completed the appropriate proficiency or competency checks required to serve as a pilot in command.
 4. Has satisfactorily completed the applicable training requirements of FAR 135.339.
 5. Holds a current Class I or Class II medical certificate.
 6. Has been designated by the Company to perform as a flight instructor or check airman.
 7. In the case of a check airman, has been approved by the Administrator for the check airman duties involved.
- B. Ground training will be conducted at the direction of the Chief Pilot or his designated representative. The Chief Pilot will be responsible for administering all tests, written or oral, or company flight instructors or check airmen (if FAA approved).

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DEFINITIONS. The following terms are used throughout this training manual and are defined as follows:

Training Program: A system of instruction which includes curricula, facilities, instructors, check airmen, courseware, instructional delivery methods, and testing and checking procedures. This system must satisfy the training program requirements of FAR Part 135 and ensure that each crewmember remains adequately trained for each aircraft, duty position, and kind of operation in which the person serves.

Curriculum: A complete training agenda specific to an aircraft type and a crewmember duty position. Each curriculum consists of several curriculum segments.

Curriculum Segment: An integral phase of a curriculum which can be separately evaluated and individually approved but by itself does not qualify a person for a crewmember duty position. Each curriculum segment consists of one or more training modules.

Training Module: An integral part of a curriculum segment which contains descriptive information, elements, or events which relate to a specific subject. For example, a ground training curriculum segment must have training modules (composed of "elements") pertaining to aircraft systems (hydraulic, pneumatic, electrical, etc.). As another example, a flight training curriculum segment must have training modules (composed of "events") pertaining to normal, abnormal, and emergency procedures. A training module includes the outline, appropriate courseware, and the instructional delivery methods. It is usually completed in a single training session.

Courseware: Instructional material developed for each curriculum. This is information in lesson plans, instructor guides, computer software programs, audiovisual programs, workbooks, aircraft operating manuals, and handouts. Courseware must accurately reflect curriculum requirements, be effectively organized, and properly integrate with instructional delivery methods.

Instructional Delivery Methods: Methodology for conveying information to a student. For example, this may include lectures, demonstrations, audiovisual presentations, home study assignments, workshops, and drills. Training devices, simulators, aircraft, and computer work stations are also considered instructional delivery methods.

Eligibility Period: Three calendar months (the calendar month before the "training/checking month," the "training/checking month," and the calendar month after the "training/checking" month). During this period a crewmember or aircraft dispatcher must receive recurrent training, a flight check, or a competency check, to remain in a qualified status. Training or checking completed during the eligibility period, is considered to be completed during the "training/checking month."

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CATEGORIES OF TRAINING

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CATEGORIES OF TRAINING

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Categories of training: Courses of training which provide the necessary training and checking or testing for various types of crewmembers who have not previously qualified (or have or will become unqualified) to serve unsupervised in specific duty positions. Each category of training consists of one or more curriculums.

Initial New-Hire: This category is for personnel who have had no previous experience with the operator. However, it also applies to personnel employed by the operator who have not previously held a crewmember training duty position with that operator. Initial New Hire Training includes basic indoctrination and training for a specific duty position and aircraft type. Aircraft specific training is initially conducted in Single Engine Aircraft operated by (Company Name). The training for a specific duty position and aircraft type is equivalent to Initial Equipment Training and is a major component of Initial New Hire Training. Initial New Hire Training must be the most comprehensive training herein defined, as it is the first exposure to specific company methods.

Transition Training: This category of training is for personnel who have been previously trained and qualified for a specific duty position by the operator and are being re-assigned to the same duty position on a different aircraft type.

Recurrent Training: This category of training is for personnel who have been trained and qualified by the operator and will continue to serve in the same duty position and aircraft type and must receive recurring training or checking within an appropriate eligibility period to maintain currency.

Requalification Training: This category of training is for personnel who have been trained and qualified by the operator, but have become unqualified to serve in a particular duty position and/or aircraft due to not receiving recurrent training and/or a required flight or competency check within the appropriate eligibility period.

Upgrade Training: This category of training is for personnel who have been previously trained and qualified in a duty position by the operator in an aircraft, and are being reassigned to another duty position on which they were not previously trained and qualified in the same aircraft.

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Aircraft Families: There are four basic families of aircraft used in Part 135 operations. Aircraft are assigned to a particular family according to their performance capabilities and flight characteristics. The ground and flight training requirements for crewmembers are significantly different for each family of aircraft. Within each aircraft family, however, the ground and flight training requirements are similar, even though individual aircraft may be quite different in construction and appearance. The four families of aircraft are as follows:

Transport and Commuter Category Airplane Family - This family includes all multiengine land airplanes certificated under Part 25 (and predecessor rules such as CAR 4, 4A and 4B and SR 422, 422A, and 422B) and includes the commuter category provisions of Part 23 (and SFAR 41).

Multiengine General Purpose Airplane Family - This family includes all multiengine land and sea airplanes certificated under Part 23, CAR 3, or Aero Bulletin 7A (other than the commuter category provisions of Part 23). It does not include any airplanes belonging to the transport and commuter category airplane family.

Single-Engine Airplane Family - This family includes all single-engine airplanes.

Helicopter Family - This family includes all helicopters.

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CATEGORIES OF TRAINING

TABLE

This table illustrates categories of training for personnel being assigned to either a different duty position and/or a different aircraft type.

ASSIGNED DUTY POSITION

	PIC (A)	PIC (B)	SIC (A)	SIC (B)
PIC A	R*	T	R	I
PIC B	T	*R	I	R
SIC A	U	I	*R	T
SIC B	I	U	T	*R
Required Categories of Training				
I = Initial Equipment Training				
T = Transition Training				
U = Upgrade Training				
R = Requalification Training				
*R = Requalification required if person has become unqualified				

Table Key:

PIC = Pilot-in-Command
SIC = Second-in-Command

(A) = A specific aircraft make and model (different from B)

(B) = A specific aircraft make and model (different from A)

Example:

Current duty position is SIC on aircraft type A. Person is assigned to PIC duty position on same aircraft type. Upgrade training is required.

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CURRICULUM: INITIAL NEW-HIRE PIC - BASIC INDOCTRINATION/INITIAL EQUIPMENT

AIRCRAFT: (Make and Model-Single Engine)

OBJECTIVE: To provide the pilot in command with adequate training to enable him/her to understand the airplane systems, performance parameters, emergency procedures, emergency drills, and seat removal. Company Policy & Procedures , FARs, ATC system, weather, Ops Specs, MELs, Hazardous Materials, Seat Removal, other special subjects.

PREREQUISITES: Commercial Pilot Certificate, airplane single engine land, instrument airplane or ATP.

TRAINING AIDS: Refer to individual curriculum segments.

TRAINING HOURS: 44 hours - Basic Indoc, General Emergencies, Hazmat, Initial Equipment (Make and Model)

COMPLETION STANDARDS: Refer to qualification segment.

APPLICABLE CURRICULUM SEGMENTS:

A. BASIC INDOCTRINATION	16
B. AIRCRAFT GROUND (Single Engine)	8 hrs (IFR)
(Includes Differences)	8 hrs (VFR)
C. GENERAL EMERGENCY	2
D. AIRCRAFT FLIGHT (Single Engine)	6 hrs (IFR)
(Includes Differences)	3 hrs (VFR)
E. CARRIAGE OF HAZARDOUS MATERIALS	8
F. NON-CARRIAGE OF HAZARDOUS MATERIALS	4
G. SEAT REMOVAL	1
H. SPECIAL	—
I. QUALIFICATION	—

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CURRICULUM: TRANSITION PIC (Single Engine - Piston Powered)

AIRCRAFT: (Make and Model)

OBJECTIVE: To provide the pilot in command with adequate training to enable him/her to understand the aircraft systems, performance parameters, emergency procedures, emergency drills, and seat removal.

PREREQUISITES: Commercial Pilot Certificate, airplane single engine land, instrument airplane or ATP. Must be current in single engine.

TRAINING AIDS: Refer to individual curriculum segments.

TRAINING HOURS: 15

COMPLETION STANDARDS: Refer to qualification segment.

APPLICABLE CURRICULUM SEGMENTS:

	Hours
A. AIRCRAFT GROUND	8
B. AIRCRAFT FLIGHT	6 (IFR)
(includes differences)	3 (VFR)
C. SEAT REMOVAL	1
* D. SPECIAL	—
E. QUALIFICATION	—

* Denotes not required unless airman is due recurrent training in these areas.

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CURRICULUM: TRANSITION PIC (Multiengine - Piston powered)

AIRCRAFT: (Make and Model)

OBJECTIVE: To provide the pilot in command with adequate training to enable him/her to understand the aircraft systems, performance parameters, emergency procedures, emergency drills, and seat removal.

PREREQUISITES: Commercial Pilot Certificate, airplane single and multiengine land, instrument airplane or ATP multiengine. Must be current in (Single engine) or (Multiengine if initial)

TRAINING AIDS: Refer to individual curriculum segments.

TRAINING HOURS: 25

COMPLETION STANDARDS: Refer to qualification segment.

APPLICABLE CURRICULUM SEGMENTS:

	Hours
A. AIRCRAFT GROUND	16
B. AIRCRAFT FLIGHT	8 (IFR)
(includes differences)	4 (VFR)
C. SEAT REMOVAL	1
* D. SPECIAL	—
E. QUALIFICATION	—

* Denotes not required unless airman is due recurrent training in these areas.

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CURRICULUM: TRANSITION PIC (Multiengine - Turbo Prop)

AIRCRAFT: (Make and Model)

OBJECTIVE: To provide the pilot in command with adequate training to enable him/her to understand the aircraft systems, performance parameters, emergency procedures, emergency drills, and seat removal.

PREREQUISITES: Commercial Pilot Certificate, airplane single and multiengine land, instrument airplane or ATP multiengine. Must be current in (Single engine) or (Multiengine if initial).

TRAINING AIDS: Refer to individual curriculum segments.

TRAINING HOURS: 37

COMPLETION STANDARDS: Refer to qualification segment.

APPLICABLE CURRICULUM SEGMENTS:

	Hours
A. AIRCRAFT GROUND	24
B. AIRCRAFT FLIGHT	12(IFR)
(includes differences)	10(VFR)
C. SEAT REMOVAL	1
* D. SPECIAL	—
E. QUALIFICATION	—

* Denotes not required unless airman is due recurrent training in these areas.

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CURRICULUM: RECURRENT BASIC INDOCTRINATION

OBJECTIVE: To update the knowledge and information acquired during initial training.

PREREQUISITES: Currently qualified and assigned to duty as a PIC in any Aircraft operated by (Company Name).

TRAINING AIDS: Refer to individual curriculum segments.

TRAINING HOURS: 12 (11)

COMPLETION STANDARDS: Refer to qualification segment.

APPLICABLE CURRICULUM SEGMENTS:

	HOURS
A. BASIC INDOCTRINATION	6
B. GENERAL EMERGENCIES	2 (one hour when actual drills are not done)
C. HAZARDOUS MATERIALS:	
(CARRIAGE)	4
(NON-CARRIAGE)	2

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CURRICULUM: RECURRENT PIC/AIRCRAFT SPECIFIC

AIRCRAFT: (make and model)

OBJECTIVE: To update the knowledge and information acquired during initial training.

PREREQUISITES: Currently qualified as a PIC in the Aircraft.

TRAINING AIDS: Refer to individual curriculum segments.

TRAINING HOURS: Variable (See table below)

COMPLETION STANDARDS: Refer to qualification segment.

APPLICABLE CURRICULUM SEGMENTS:

	Single Engine HOURS	Multiengine(piston) HOURS	Multiengine (turbo Prop) HOURS
A. AIRCRAFT GROUND	4	8	12
* B. GENERAL EMERGENCY	2	2	2
** C. AIRCRAFT FLIGHT	3	4	5
D. QUALIFICATION	-	-	-
F. DIFFERENCES	1	1	1
G. SEAT REMOVAL	1	1	1

* Denotes not required unless recurrent training in that particular curriculum is needed.

** Denotes a Proficiency check may be substituted for the recurrent flight training curriculum segment.

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CURRICULUM: REQUALIFICATION PIC

AIRCRAFT: ALL CREW POSITIONS

OBJECTIVE: To re-establish qualification for crewmembers that have become unqualified in a particular Aircraft type or crew position.

PREREQUISITES: Previously qualified as a PIC but has become unqualified due to not having completed any required recurrent ground or flight training or a required competency/proficiency check within the appropriate eligibility period.

TRAINING AIDS: Refer to individual curriculum segments.

TRAINING HOURS: Variable/See Tables Below.

COMPLETION STANDARDS: Refer to qualification segment.

APPLICABLE CURRICULUM SEGMENTS:

Time since eligibility period lapse will govern the training required:

Not more than 60 days *****
2 - 6 months ***** *

7 - 12 months ***** *

13 - 24 months ***** *

more than 24 months ***** *

APPLICABLE CURRICULUM SEGMENTS:

A. Aircraft Ground Training	NO	100%	75%	25%	#
B. Differences Training	NO	100%	75%	50%	#
C. General Emergency Training	NO	100%	75%	50%	#
D. Flight Training	NO	100%	75%	50%	25% & #
E. Testing and Checking	NO	YES	YES	YES	YES
F. Initial New Hire Curriculum	YES	100%	50%	25%	#
G. Hazardous Materials Training	YES	100%	50%	50%	#

DENOTES TRAINING WILL BE TO PROFICIENCY

Requalification Training - Pilot-In-Command

	Single engine	Multiengine (recip)	Multiengine (turboprop)
Aircraft Ground Training	4:00	8:00	10:00
Differences Training	1:00	2:00	2:00
General Emergency Training	2:00	2:00	2:00
Flight Training	4:00	8:00	12:00
Testing and Checking	2:00	2:00	2:00
Initial New Hire Basic Indoc	12:00		
Hazardous Materials (Carriage)	6:00		
(Non-Carriage)	3.00		

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CURRICULUM: INITIAL AND TRANSITION - INSTRUCTOR/CHECK AIRMAN

AIRCRAFT: (Make and model of applicable company aircraft)

OBJECTIVE: Establish standardized check ride and training procedures. Ensure that all Flight Instructors/Check Airmen are adequately trained from both the left and right pilot seat and have the ability to avoid potentially unsafe situations that may arise during flight training or check rides.

- PREREQUISITES:**
1. Currently qualified as a company PIC under FAR 135.
 2. Satisfactorily completed appropriate training phases for aircraft (including recurrent), required to serve as PIC in that aircraft.
 3. Satisfactorily completed the appropriate proficiency/Competency check required to serve as PIC on that aircraft.
 4. Holds a current First or Second Class medical certificate.

TRAINING AIDS: Refer to individual curriculum segments.

TRAINING HOURS: Variable (See below)

COMPLETION STANDARDS: Refer to qualification segment.

FOR CHECK AIRMEN ONLY - Observed and approved by the FAA.

APPLICABLE CURRICULUM SEGMENTS:

	M.E. Hours	S.E. Hours
* A. INST/CHECK AIRMAN GND	6	6
B. INST/CHECK AIRMAN FLT	6	4

* **NOTE:** 4 hours if airman holds a CFI/CGI Certificate.